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1. The fusion of various factories has resulted in the establishment of two state factories, known as Acumulatorul Grupul 1 and Acumulatorul Grupul 2, which presently produce storage batteries to supply civilian as well as military requirements. Apart from these, there are only small workshops doing repairs, filling and recharging batteries. The two factories belong to the Ministry of Power and Energy, which receives all automobile batteries for distribution.
2. Acumulatorul Grupul 1 is the former Tudor factory which, prior to nationalization, filled 50 per cent of all orders in Rumania. It is located at 5, Calea Dorobanti, Bucharest, and employs about 90 workers, including three or four women. Work is done in three shifts (24 hours) because of the lead mills, which have to be operated uninterruptedly. Monthly production figures for 1949 are quoted below. It is believed that they have not gone up since that time.

Batteries for automobiles	-	1,500
Batteries for motorcycles	-	1,200 to 1,500
Batteries for radios	-	700 to 800
Stationary batteries (600 kilograms)	-	2 in 3 months
Naval batteries	-	up to 50
Railroad batteries	-	150 to 250

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION							
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI		ORR	Ev	<input checked="" type="checkbox"/>					

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- 2 -

Lead plates for airplane
batteries

- 9,000

3. Acumulatorul Grupul 2 was formed by the fusion of three factories: Rova, Imu and Aco. Prior to nationalization, these three factories received 28, 16, and 6 per cent of all orders respectively. The new factory is located at the former Rova factory, 224, Calea Rahovei, Bucharest. It employs about 44 workers and produces railroad and stationary batteries, airplane battery parts, as well as 75 to 80 per cent of the products of Grupul 1.
4. Grupul 1 and 2 obtain raw materials from the following sources:
 - a. Hard lead (containing antimony) from old [] ammunition stocks in underground depots at Fort Rudeni and Bragadiru. The material consists of balls of various dimensions. Tudor receives about 10 tons of this lead per month and pays 40 lei per kilogram.
 - b. Soft lead from the Phoenix mines at Baia Mare. About seven and one-half tons monthly at 210 lei per kilogram are received.
 - c. Ebonite from the Uzinele Chimice Romane (UCR), located at 175, Soseaua Panduri, Bucharest. Prior to nationalization, the moulds needed for the manufacture of battery parts belonged to the Tudor factory, and the UCR manufactured these parts for both Tudor and other battery factories. UCR is able to produce ebonite for 4,000 to 5,000 automobile batteries monthly.
 - d. Sulphuric acid from Baia Mare, Suceava Romana, Marasesti and Campina. The Phoenix (Baia Mare) and Suceava plants have lately exported their entire output to the USSR. The Marasesti plant, the only remaining source, supplies about 6,000 kilograms of acid per month, at a strength of 28 per cent. The Tudor factory receives about half of this quantity.
 - e. Glauber's salt and Anhydride (CASO_4) from the I. G. Farben branch Coloranil at Baia Mare.
 - f. Distilled water made by the plants themselves, the only battery plants to have their own installations for this purpose.
 - g. Tar, from Phoenix at Baia Mare.
 - h. Caustic soda, from Baia Mare.
 - i. Crude fuel oil which is used as fuel.
5. In October 1949, the Securitatea received 100 and the Militia received 60 automobile batteries per month. After that date, delivery certificates were made out without mention of name, firm or unit to which the products were sent.
6. A large percentage of naval batteries are sent to Sovromtransport, which is to be divided into a general and a naval section. Preparations for this change were begun in August 1951. When it has been set up, Sovromnaval will receive the naval batteries.

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